

# BookletChart™



## Tampa Bay Entrance

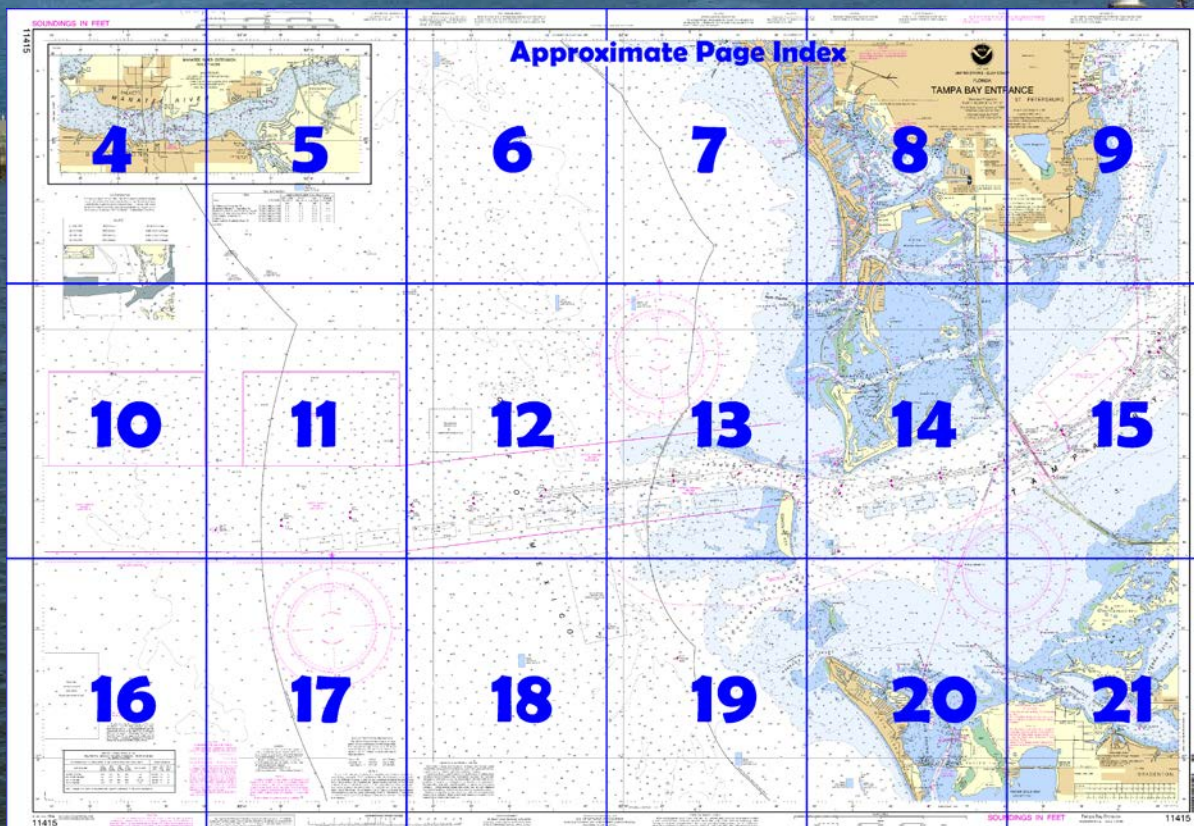
NOAA Chart 11415

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

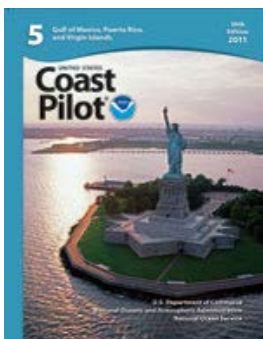
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11415>



#### [Coast Pilot 5, Chapter 9 excerpts].

**Fort DeSoto Park.** The park has picnic areas, restrooms, bathhouses, surfaced launching ramps, and parking areas.

**Manatee River** affords good storm anchorage for small boats.

In Manatee River, a channel leads from the entrance to **Rye**. The depths were 6½ feet to Daybeacon 31 near Rocky Bluff, then 4 feet to the highway (I-75) bridge. Snags and debris obstruct the river above Rocky Bluff. A light marks the entrance, and the channel

is marked by lighted ranges, lights, and daybeacons as far as Ellenton.

**Vessels should approach the harbor through the Tampa Safety Fairway.**

The entrance and all other navigable waters of Tampa Bay, Hillsborough Bay, Old Tampa Bay, and tributaries herein are within a **regulated navigation area**.

**Required Reports to the CVTS.**—Vessels should contact the CVTS prior to entering Tampa Bay, shifting or departing dock (see paragraphs 39-51 for details).

**Anchorage.**—Vessels with good ground tackle should anchor in the **Tampa Anchorages, N of the Tampa Safety Fairway leading to Egmont Channel**. An emergency anchorage is S of Mullet Key in depths of 30 to 35 feet; and SW of Gadsden Point in natural depths of 29 to 32 feet. Explosives and quarantine anchorages are E of Mullet Key, NE of Papys Point, and S of Interbay Peninsula. (See **110.1** and **110.193**, chapter 2, for limits and regulations.)

**Dangers.**—Shoal areas extend seaward from Egmont Key as far as **Palantine Shoal**, which is 5 miles W of the key and on the S side of Egmont Channel entrance. Palantine Shoal consists of several small lumps with depths of 11 to 18 feet over them. Spoil areas, for the most part unmarked and with reported depths of 10 feet or less, border the dredged cuts of the main ship channel in Tampa Bay and the channels in Old Tampa Bay. Caution should be observed particularly at the entrances to the side channels leading to Port Manatee, Alafia River, and Port Sutton.

Local weather during the thunderstorm season is unpredictable, and intense winds can develop suddenly. Before entering or departing the port, mariners should obtain local weather forecasts, maintain a close watch on the weather, and ensure that light vessels are properly ballasted during the transit.

A **regulated navigation** area has been established to protect vessels from limited water depth in **Sparkman Channel** caused by an underwater pipeline.

**Currents.**—A strong offshore wind sometimes lowers the water surface at Tampa and in the dredged channels as much as 4 feet, and retards the time of high water by as much as 3 hours. A continued SW wind raises the water by nearly the same amount and advances the time of high water by as much as 1 hour.

There is a large daily inequality in the ebb, and velocities of 2 knots or more may be expected at the strength of the greater ebb of the day in Egmont Channel, Passage Key Inlet, and off Port Tampa. Flood velocities seldom exceed 2 knots. Winds have considerable effect in modifying the tidal current.

**Notice of Arrival Time.**—Vessels are requested to contact Pilot Dispatch 24 hours before arrival with the following information: international gross tonnage, LOA, beam, deep draft, and name of local agent. Call the pilot station on VHF-FM Channel 16 four hours prior to arrival and one hour prior to arrival at the sea buoy (Tampa Bay Lighted Buoy T). The pilot station stands by on VHF-FM Channels 16, 17, 13, 12, and 10. Additional instructions will be given upon radio contact. If instructed to anchor, please keep 24-hour watch on VHF-FM Channels 12 and 13. Vessels are normally not moved in dense fog, and during strong northwest winds, vessels are boarded inside Egmont Key.

### **U.S. Coast Guard Rescue Coordination Center** **24 hour Regional Contact for Emergencies**

RCC New Orleans

Commander

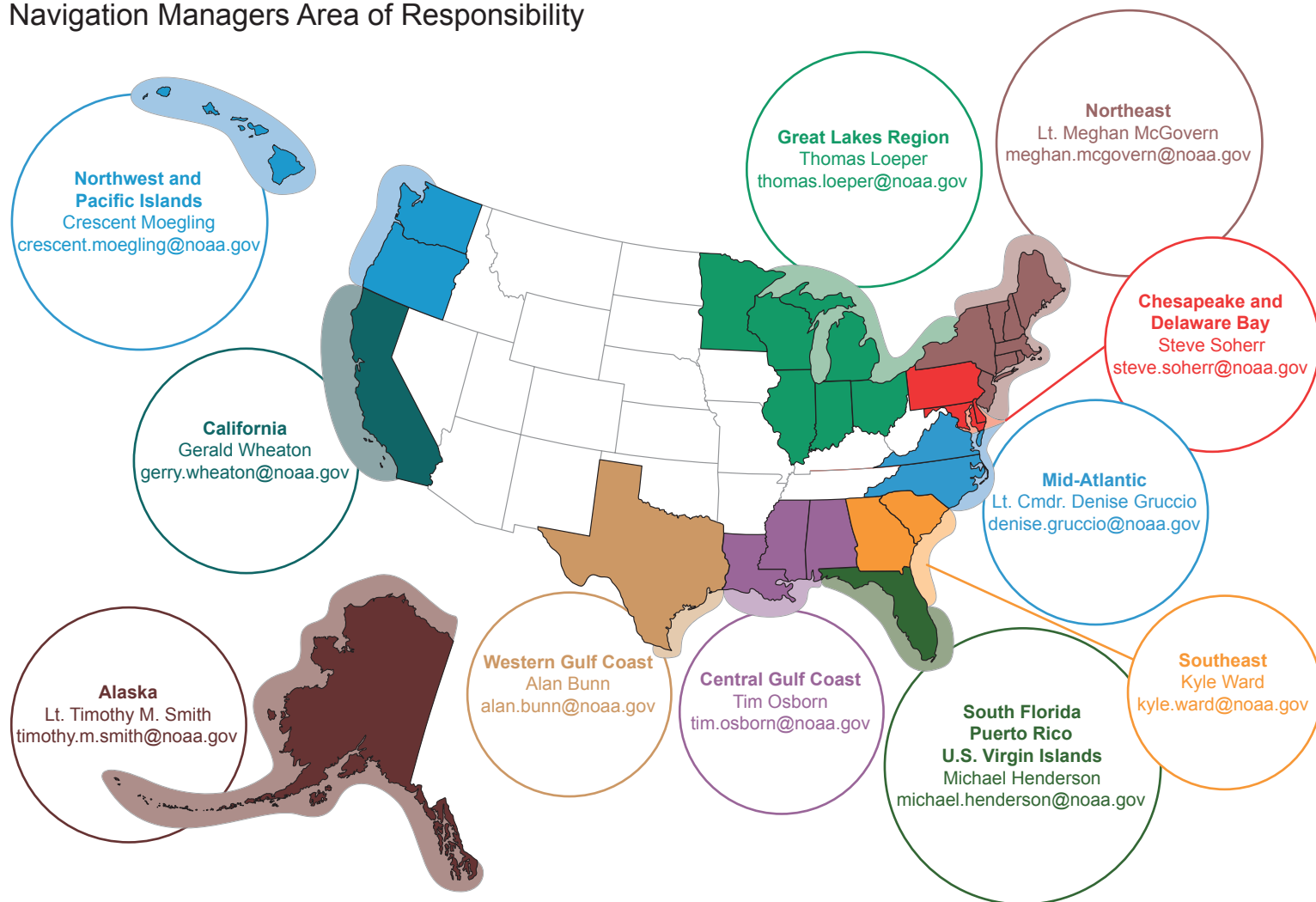
8th CG District

New Orleans, LA

(504) 589-6225



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

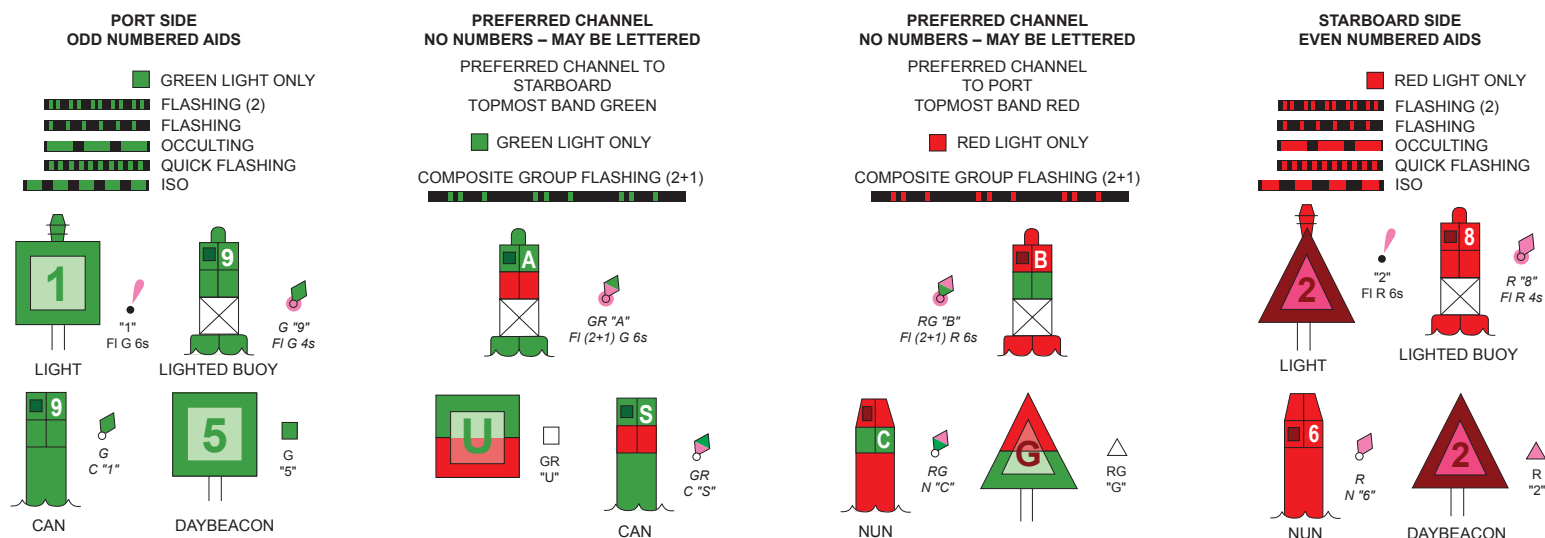
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

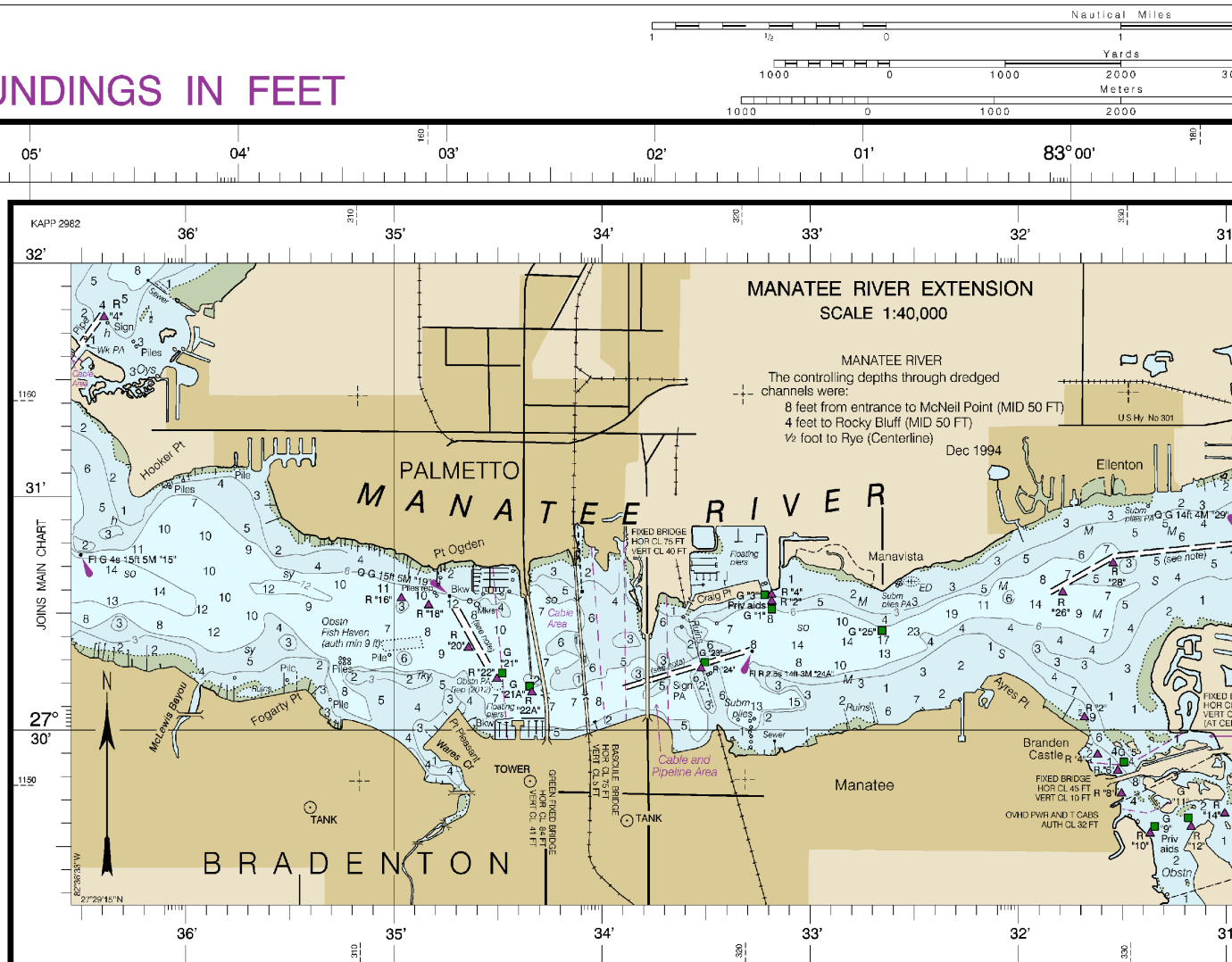


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

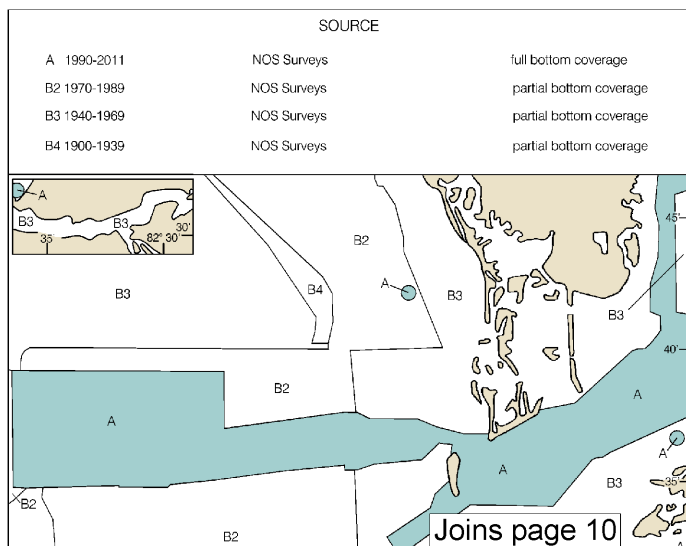
# SOUNDINGS IN FEET

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**SOURCE DIAGRAM**

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



TIDAL INFORMATION	
PLACE	
NAME	(LAT/LONG)
Mullet Key Channel, Tampa Bay, FL	(27°37'N/082°44'W)
Anna Maria Key, Bradenton Beach, FL	(27°30'N/082°43'W)
Bradenton, Manatee R., Tampa Bay, FL	(27°30'N/082°34'W)
Egmont Key, Egmont Channel, FL	(27°36'N/082°46'W)
Point Pinellas, Tampa Bay, FL	(27°42'N/082°38'W)
Gulfport, FL	(27°44'N/082°42'W)
St. Petersburg, Tampa Bay, FL	(27°46'N/082°37'W)

Dashes (---) located in datum columns indicate unavailable datum tide predictions, and tidal current predictions are available on the IN (Apr 2015).

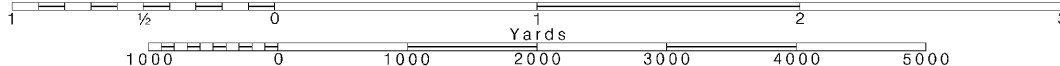
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Note: Chart grid lines are aligned with true north.

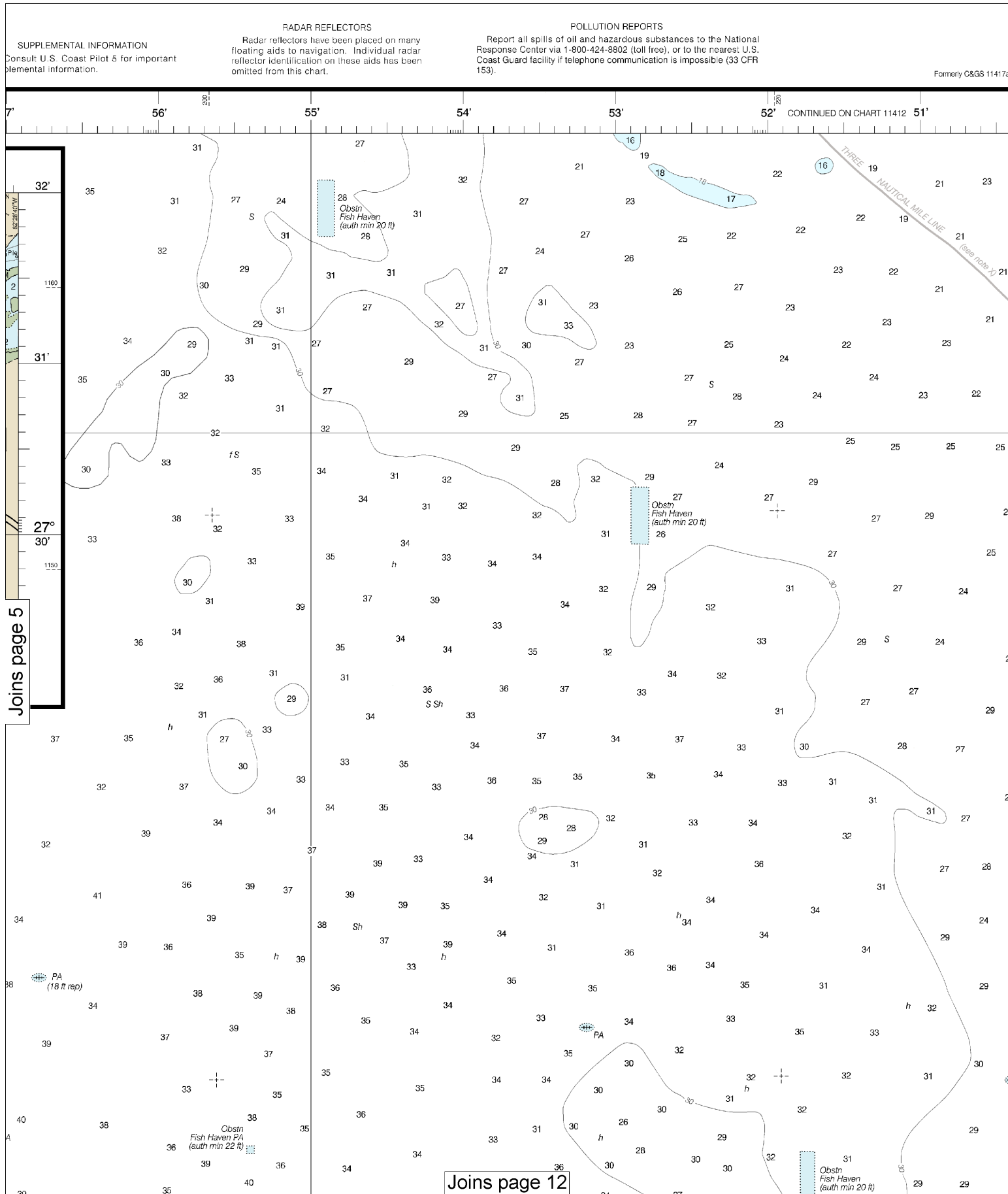
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SCALE 1:40,000  
Nautical Miles

See Note on page 5.







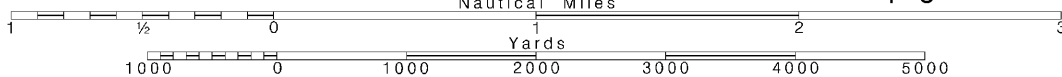
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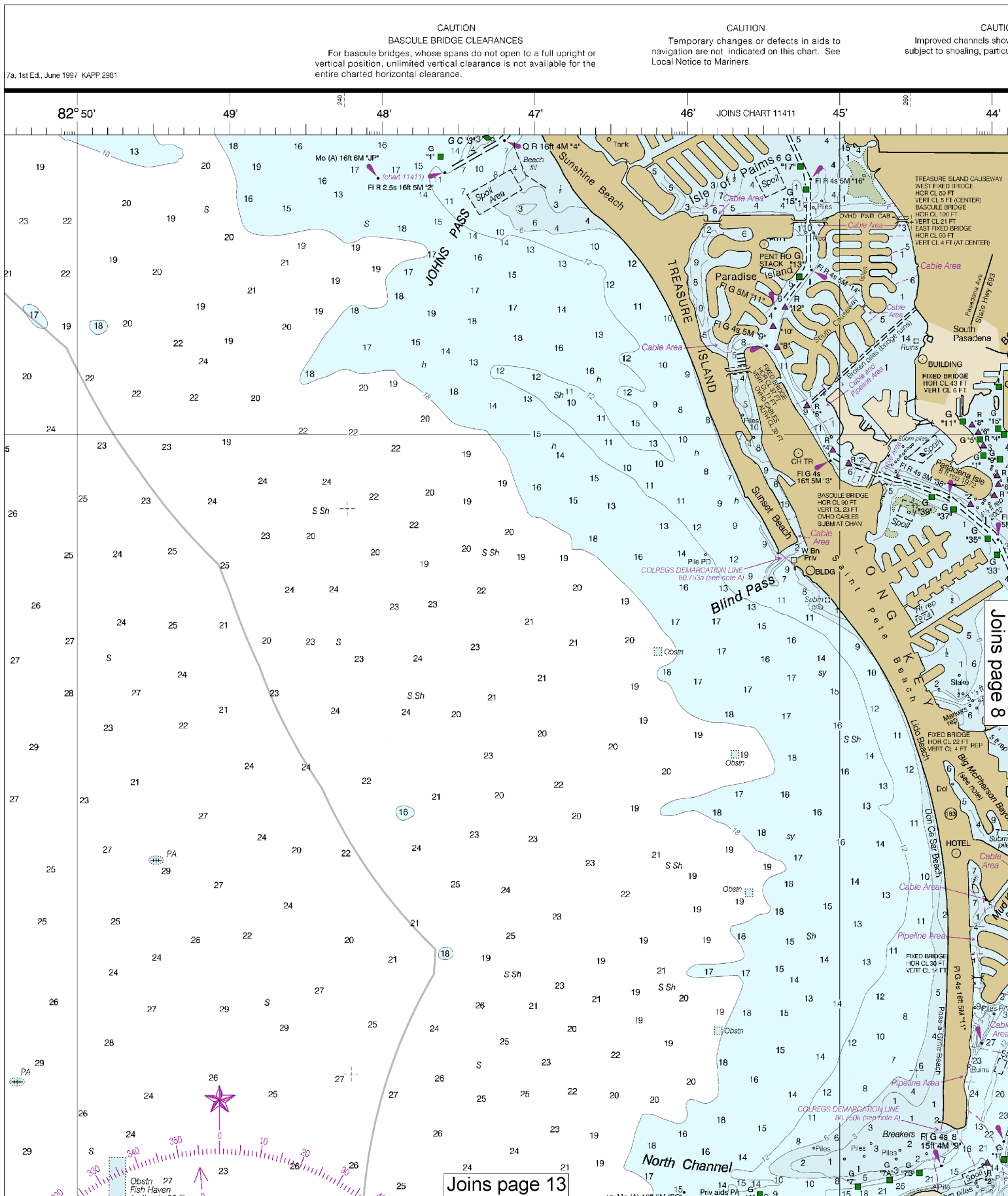
Note: Chart grid lines are aligned with true north.

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SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Last Correction: 2/4/2016. Cleared through:  
LNM: 1316 (3/29/2016), NM: 1516 (4/9/2016)



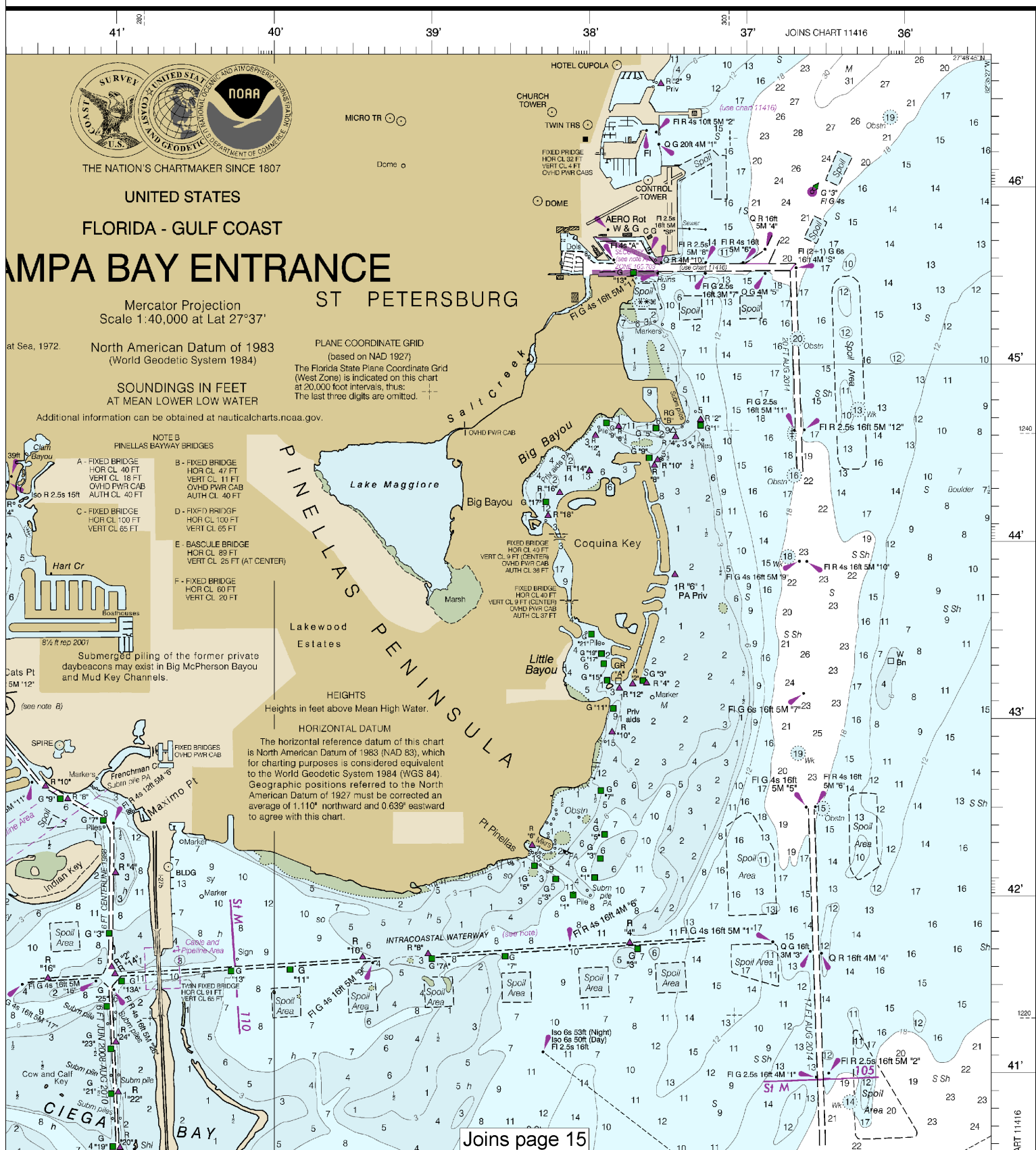


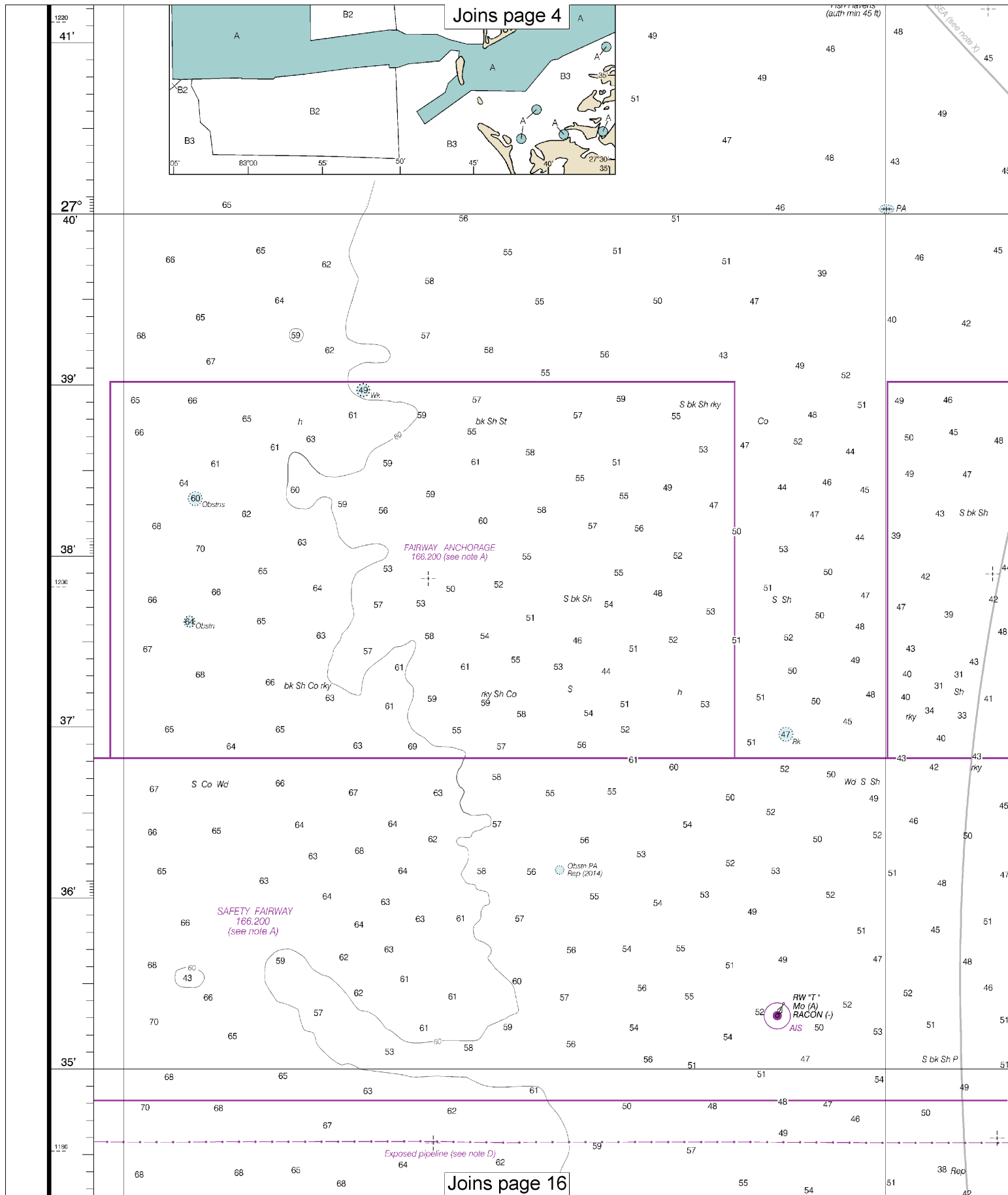


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The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.





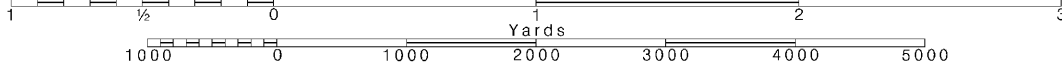
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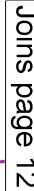
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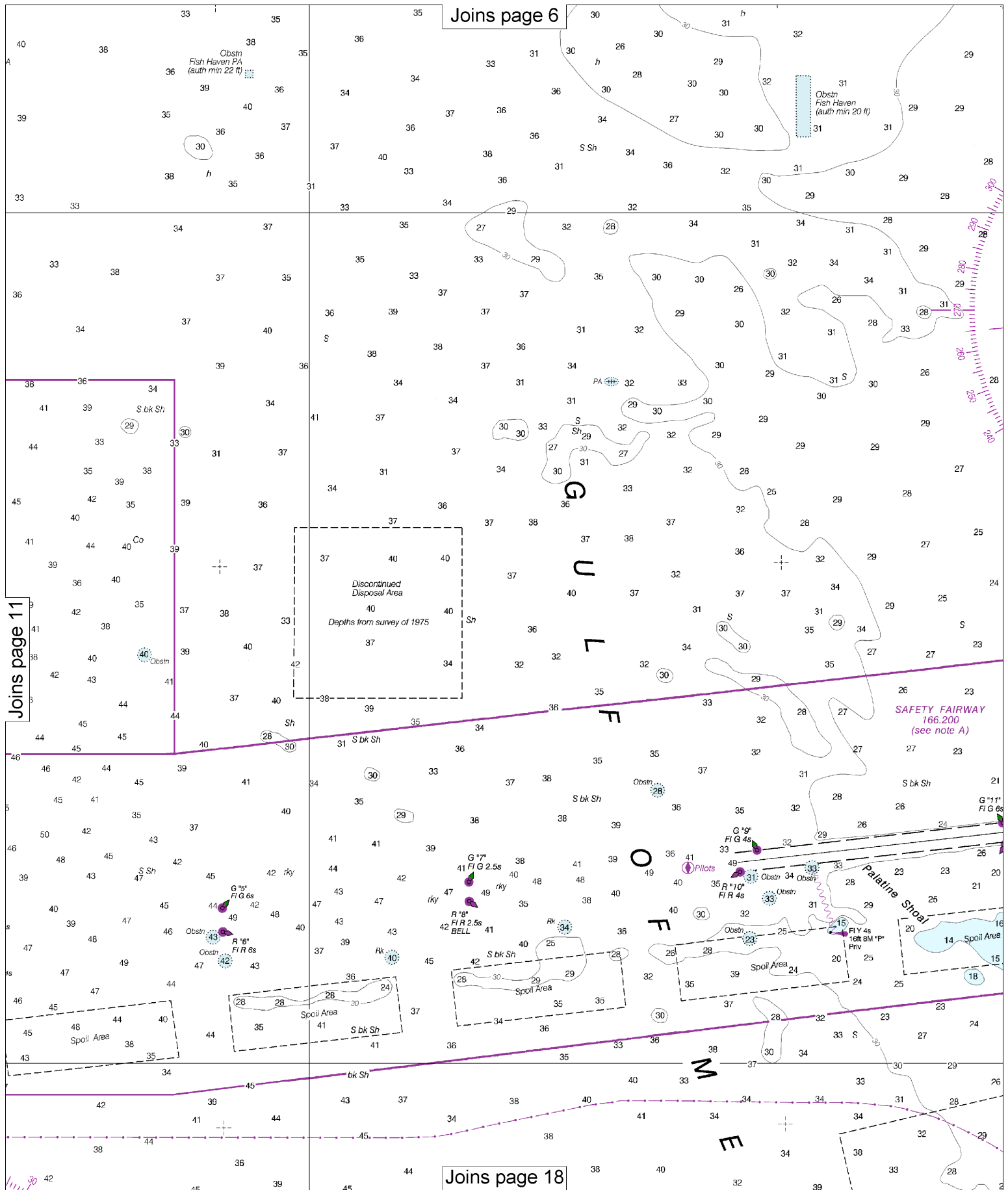
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See Note on page 5.







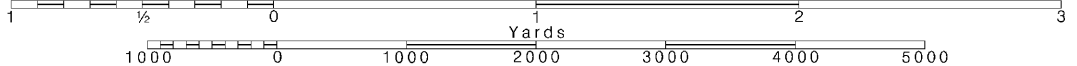
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Note: Chart grid lines are aligned with true north.

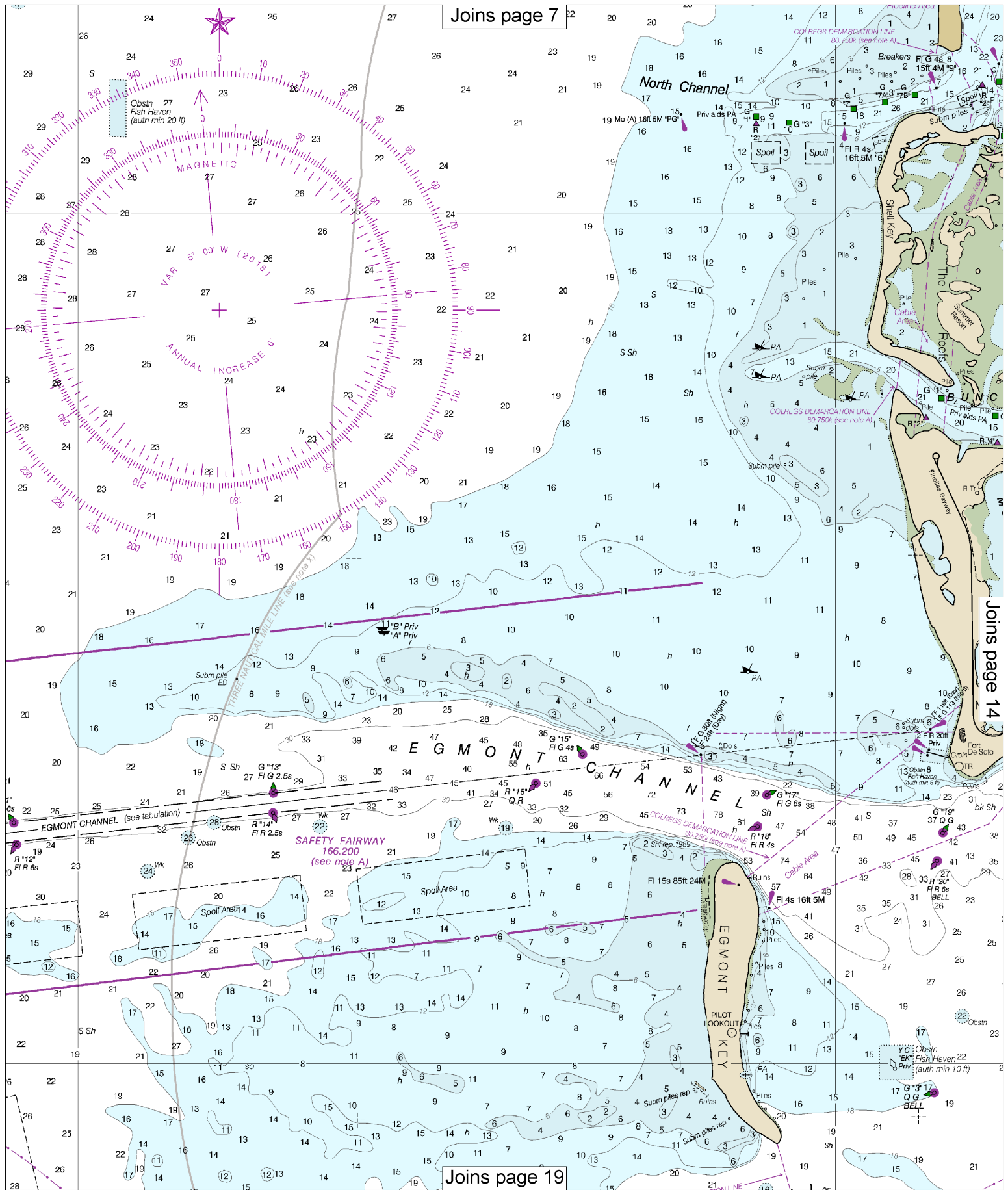
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Nautical Miles

See Note on page 5.



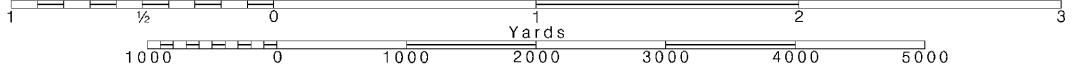
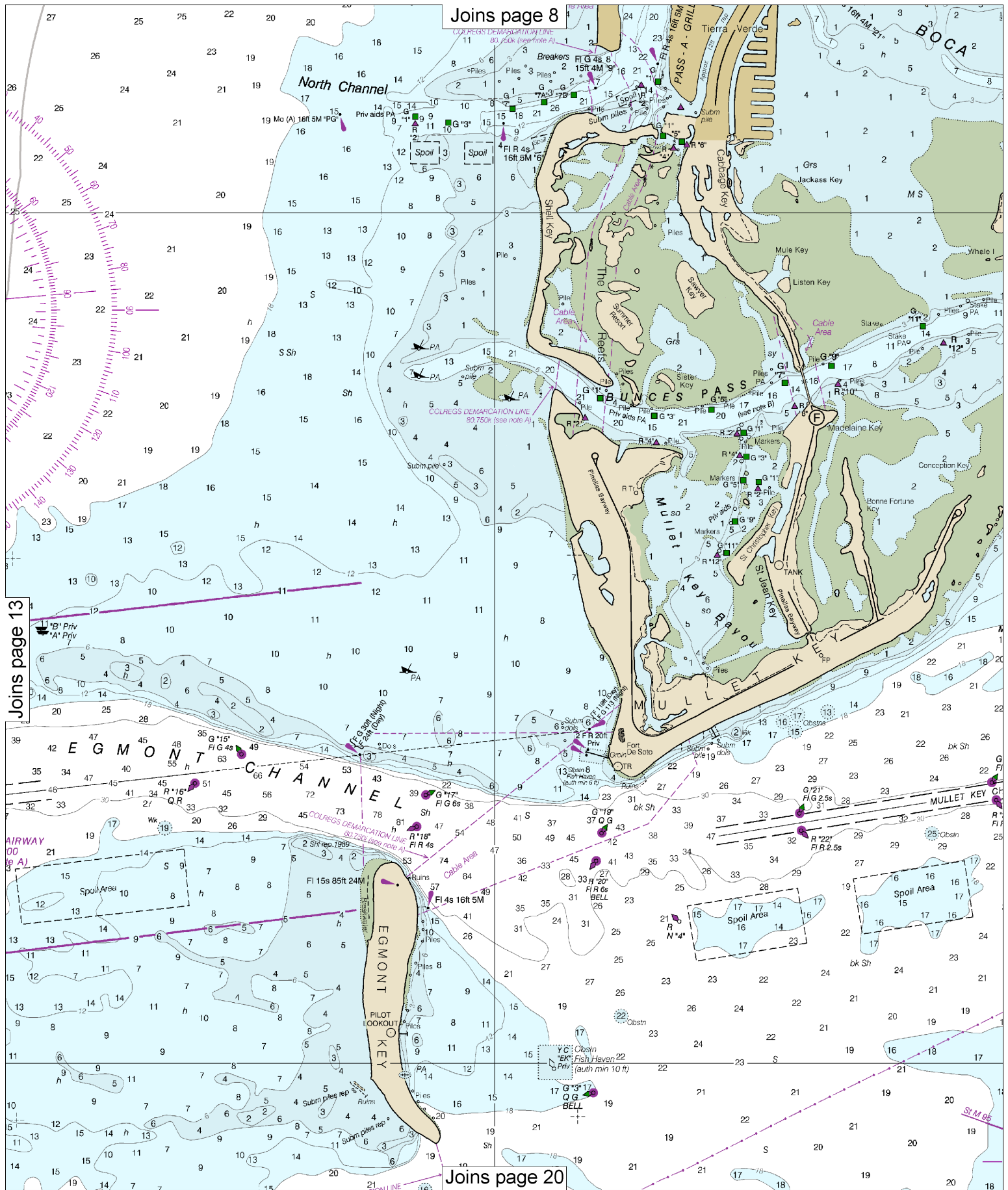




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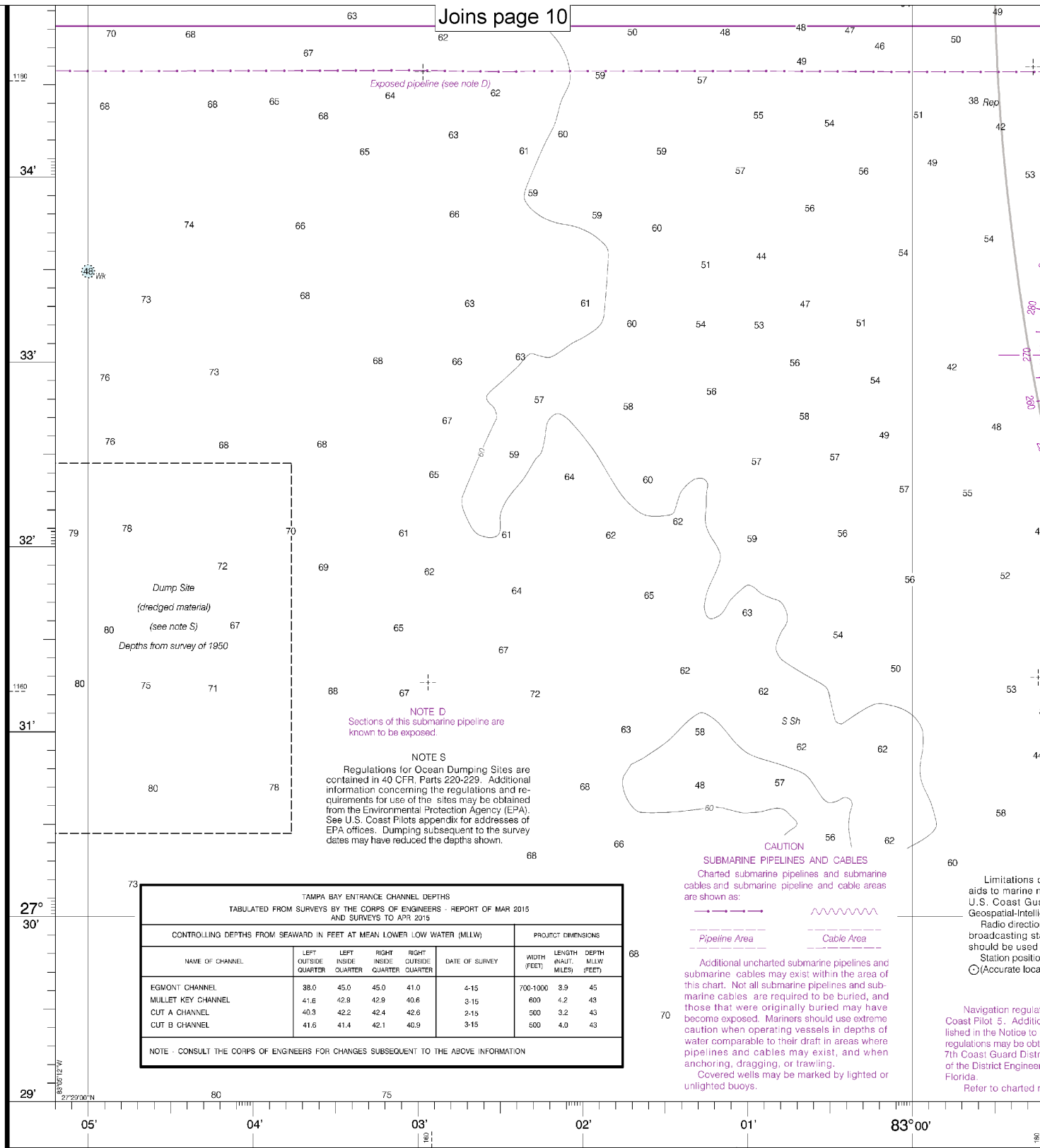
Joins page 14

Joins page 19



Joins page 21





11th Ed., Jun. 2015

11415

Last Correction: 2/4/2016. Cleared through:  
LNM: 1316 (3/29/2016), NM: 1516 (4/9/2016)

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

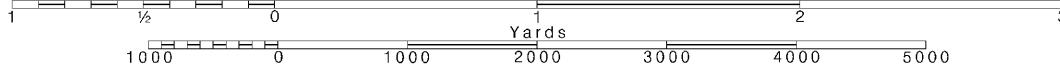
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Note: Chart grid lines are aligned with true north.

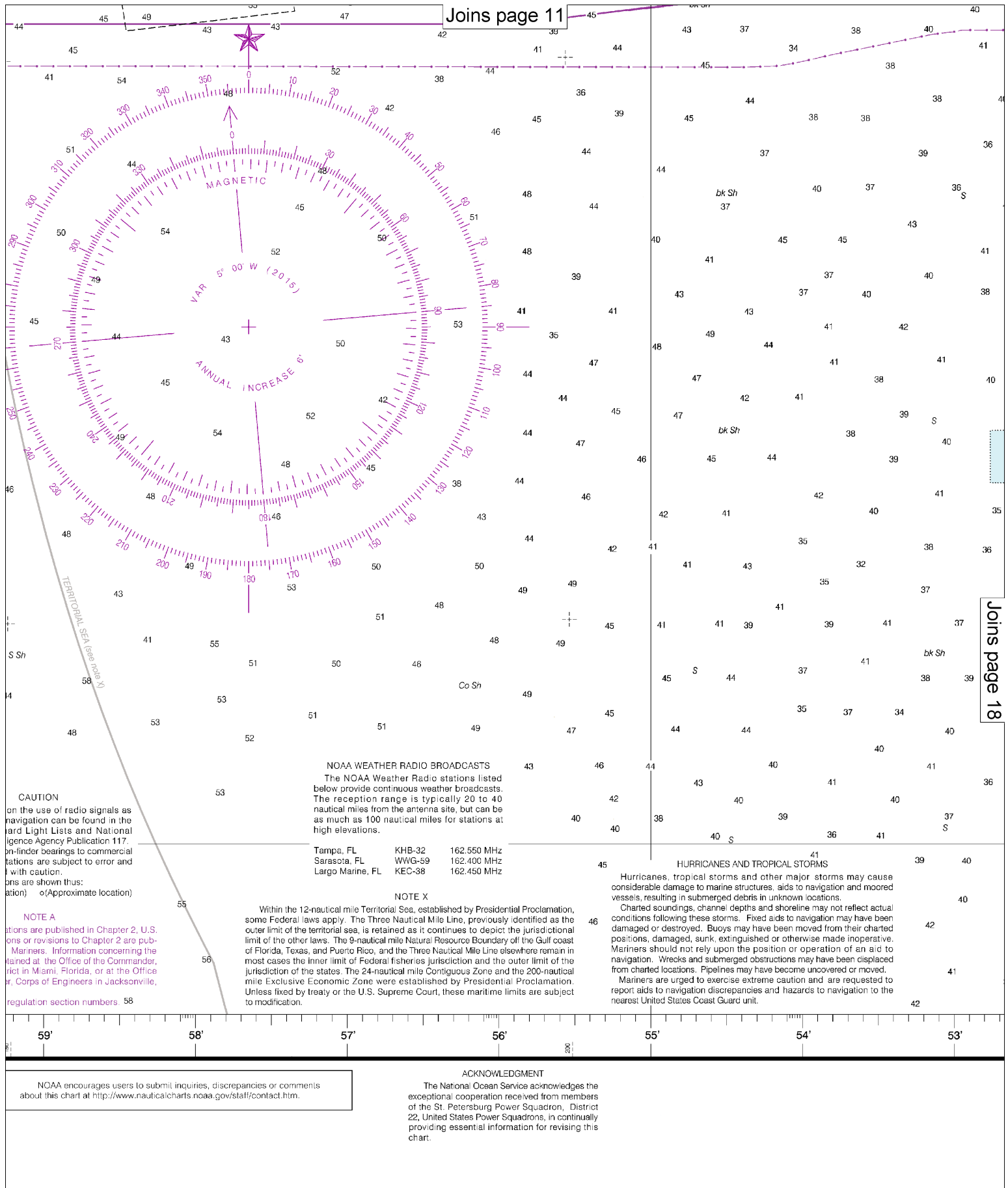
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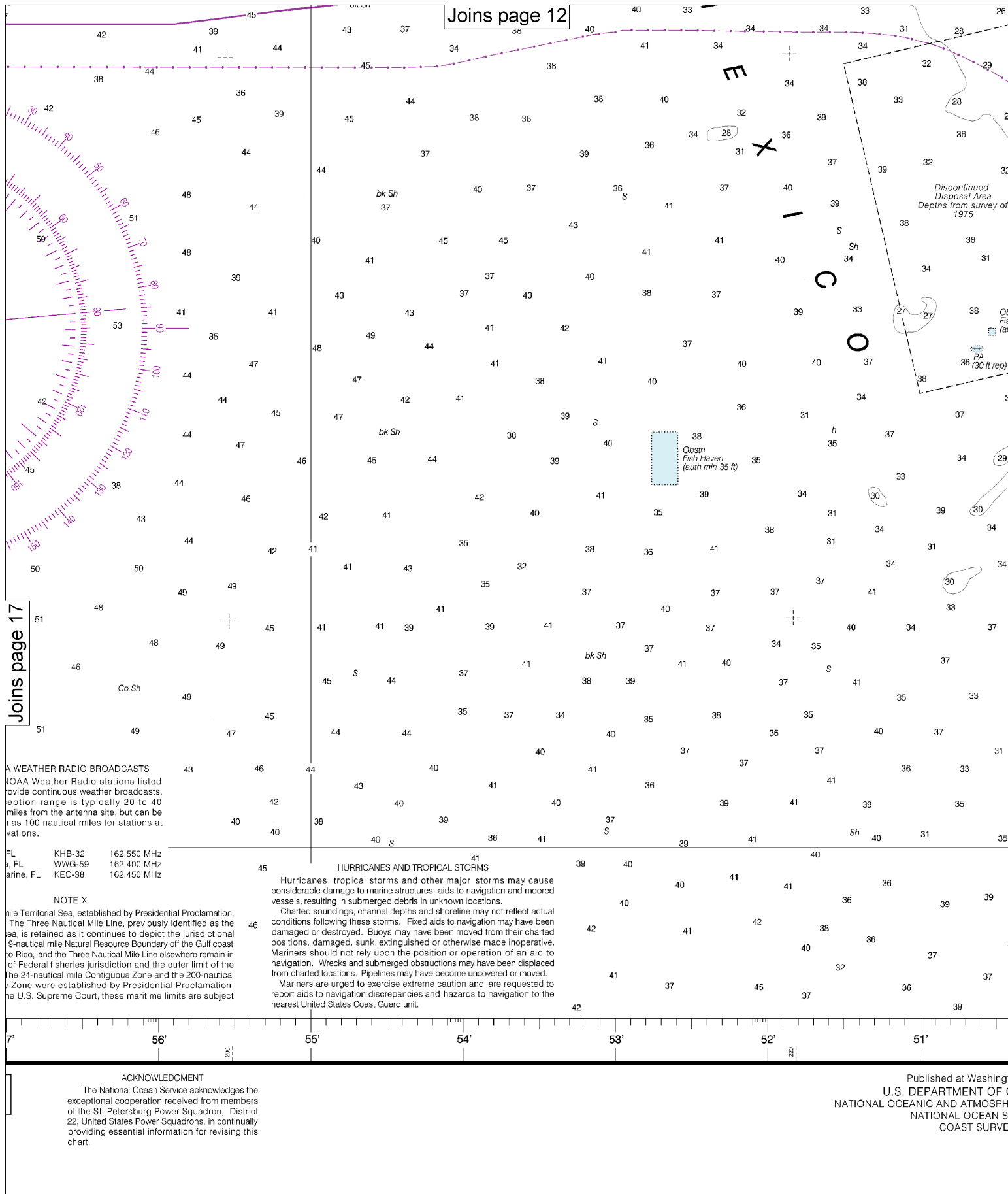
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









Joins page 17

Joins page 12

**A WEATHER RADIO BROADCASTS**  
NOAA Weather Radio stations listed provide continuous weather broadcasts. Reception range is typically 20 to 40 miles from the antenna site, but can be as high as 100 nautical miles for stations at sea.

Station	Frequency
FL KHB-32	162.550 MHz
FL WWG-59	162.400 MHz
FL KEC-38	162.450 MHz

**NOTE X**  
The Territorial Sea, established by Presidential Proclamation, is the Three Nautical Mile Line, previously identified as the Three Nautical Mile Line. It is retained as it continues to depict the jurisdictional boundary of the United States. The 9-nautical mile Natural Resource Boundary off the Gulf coast to the south, and the Three Nautical Mile Line elsewhere remain in effect. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. The U.S. Supreme Court, these maritime limits are subject to change.

**HURRICANES AND TROPICAL STORMS**  
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

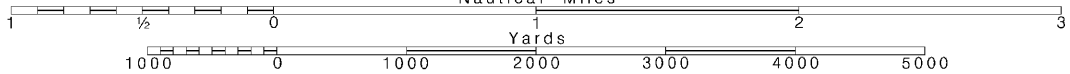
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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SURVEY

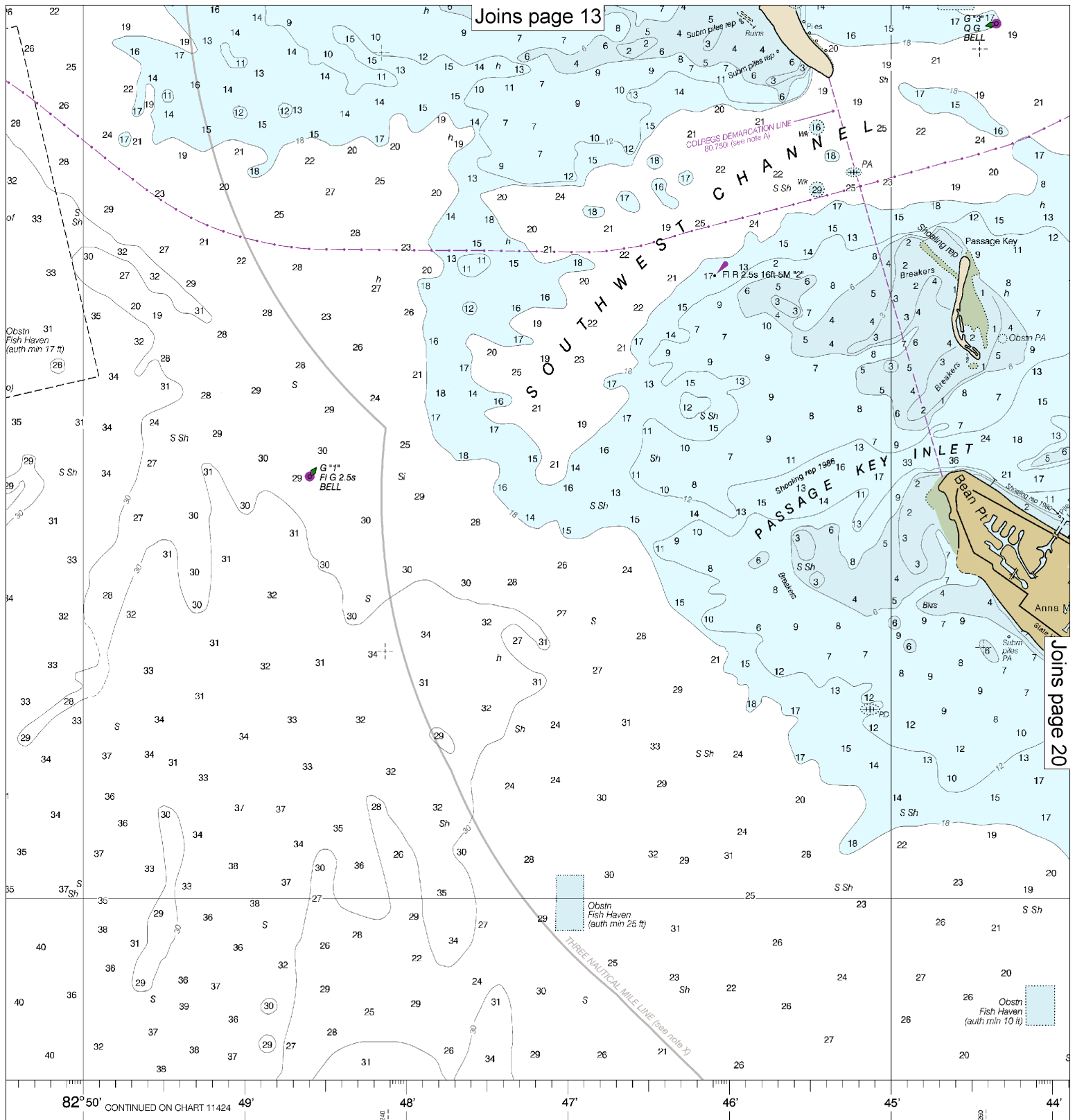
Note: Chart grid lines are aligned with true north.

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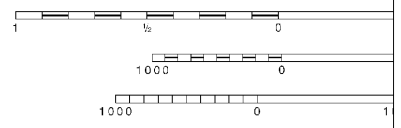
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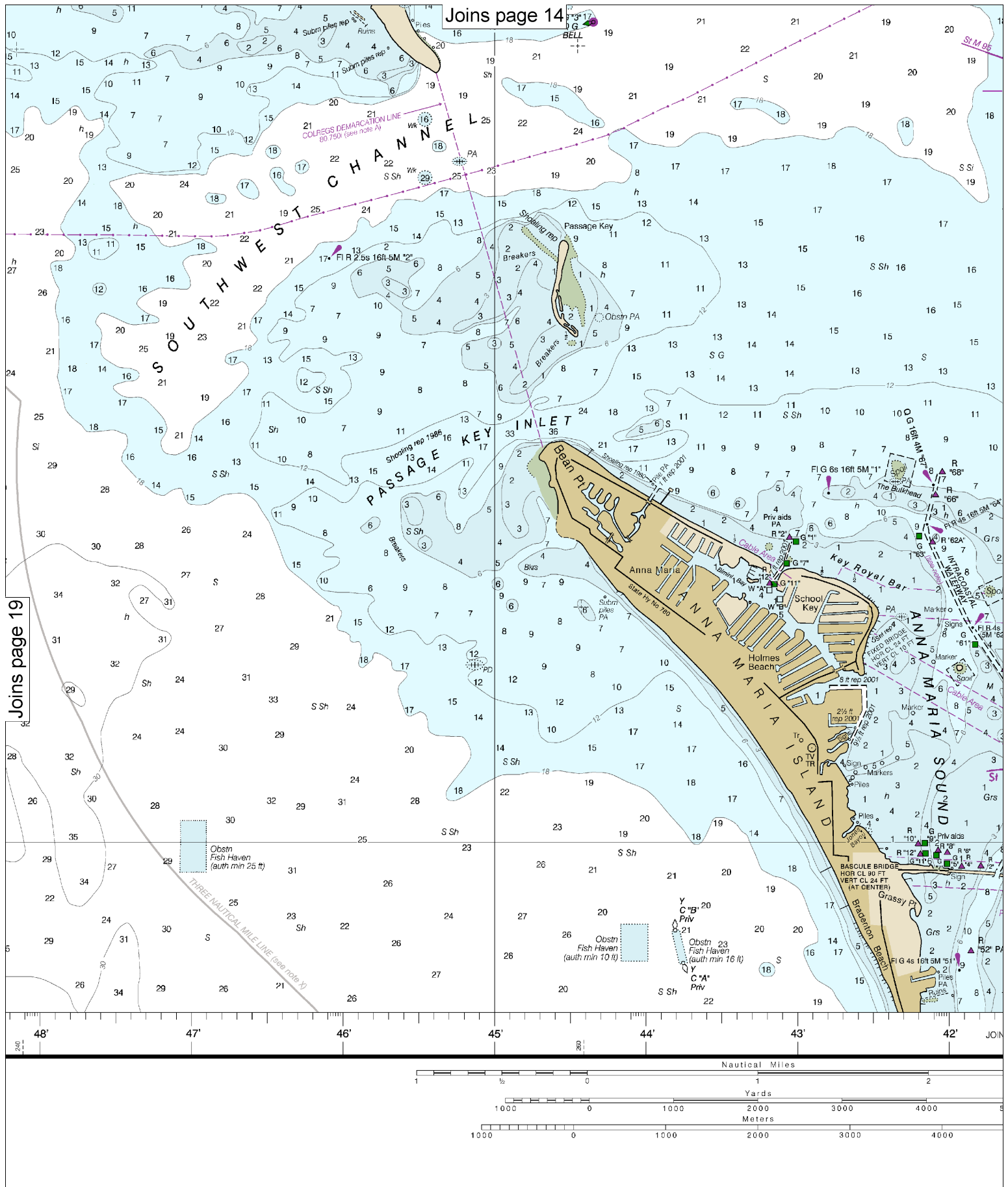
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U.S. DEPARTMENT OF  
COMMERCE  
NAUTICAL SERVICE  
NAVY





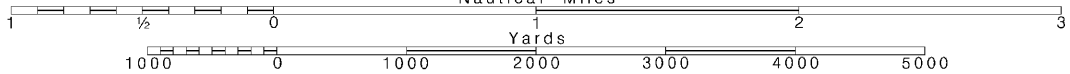
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.









## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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